

STATE FARMERS' CONVENTION.

Interesting and Full Proceedings.

Below will be found a continuation of the proceedings of this body, which closed its labors on Friday last: The Committee on Internal Transportation made the following report:

The Oregon Steam Navigation Company, navigating the Willamette river below Portland and the Columbia river to its mouth and to the head thereof, said company own the following named boats: Emma, Hayward, flying between Portland and the Cascades, between Portland and Monticello, Fannie Troup, between Portland and Kalama, Dixie, Thompson, between Portland and Astoria, Idaho, between the Cascades and the Dalles; Owyhee, between Celilo and Wallula; Onesta, Okanagan, Josie McNear and Daisy Thompson, laid up. In all fourteen.

Oregon Steamship Company—E. N. Cooke, from Portland to Oregon City; Fannie Patton, from Oregon City to Corvallis; Dayton, from Oregon City to Dayton; Alice and Success, laid up. Willamette Transportation Company—Gov. Grover, from Portland to Corvallis; Vancouver, from Portland to Harrisburg; Enterprise (now building), from Portland to Eugene City.

Other boats—Calliope, from Portland to McMinnville; Maria Wilkens, from Portland to Vancouver; Annie Stewart laid up.

Tug and tow boats—Varuna, Ben Holladay, Commodore Perry, Swallow, Minnehaha, Webfoot and Isaac West.

We find the following rates of freight charged by the different companies: The O. S. N. Co.'s rates to the Dalles \$15 per ton.

FARE ON RAILROAD.

Portland to Oregon City	\$.75
" " Salem	2.75
" " Albany	4.00
" " Corvallis	5.00
" " Harrisburg	5.25
" " Eugene City	7.00

Rates of freight on merchandise.

Portland to Oregon City	\$ 2.40
" " Salem	9.60
" " Albany	6.00
" " Harrisburg	11.00
" " Eugene City	13.00

Rates of freight on grain, flour, etc.

Eugene City to Portland	\$ 7.00
Harrisburg to Portland	6.00
Albany to Portland	4.80
Salem to Portland	3.60
Oregon City to Portland	1.00

FARE ON W. R. T. CO.'S BOATS.

Portland to Oregon City	\$.25
" " Salem	1.00
" " Albany	1.50
" " Corvallis	2.00
" " Harrisburg	2.50
" " Eugene City	2.75

Rates of freight per Grover & Vancouver.

Portland to Oregon City	\$ 1.00
" " Salem	3.50
" " Albany	4.75
" " Harrisburg	6.25
" " Eugene City	7.00

Rates of freight on grain, flour, etc.

Eugene City to Portland	\$ 5.00
Harrisburg to Portland	4.00
Albany to Portland	3.00
Salem to Portland	2.50
Oregon City to Portland	1.00

The railroad carries grain at the

above prices only by the car load of ten tons or less than ten tons are charged more than double the above rates, thereby prohibiting the farmer from bringing his products to the market, and compelling him to sell to the warehousemen in the interior. The boats of the W. R. T. Company carry one ton for the same price per ton as one hundred tons, thereby giving every farmer, no matter how little he has to ship, a show to market his products where he can obtain the best price for them, while the railroad company, by establishing the rates of prices by the car load, and charging more than double the rates for less than a car load, prohibits the farmer from selling in the best market, thereby enabling the capitalist to establish just such prices as he chooses.

The boats of the Steamship Company carry freight at the same rate as the W. R. T. Co.'s boats, but only since the boats of the W. R. T. Co. began running. The W. R. T. Co. are making preparations for ample means to transport all freights that may be offered, as the following will show: They have at present the steamers Governor Grover, 250 tons; Vancouver, 80 tons; Enterprise (now building), 200 tons, and a new steamer, to be built, for which bids are advertised, 250 tons, enabling the company to carry, by the coming harvest, 1,600 tons per week, or 6,400 tons per month down freight.

In addition to the foregoing the boats belonging to the railroad company now pass their freight through the warehouse at Oregon City, charging storage at the rate of fifty cents per ton for all which remains there over twenty-four hours, and there is often a delay of days in making connection, shippers are burdened with an extra charge which he cannot by shipping by way of the river, in addition to which there is great wastage in handling grain and packing it from one boat to the other, resulting in many cases to amount to 5 per cent, enabling some one at that place to fatten from one to two hundred head of hogs per year with grain belonging to shippers. On boats passing through the locks, all wastage

or extra charges are entirely avoided. Your committee have the most positive assurance from the W. R. T. Co. that they will remain on the river as long as they are fairly patronized. Your committee believing that, in accordance with a resolution passed by the State Convention at its last meeting, "that it was the imperative duty of every farmer, wherever practicable, to patronize, and in every honorable way, to support and encourage the W. R. T. Co., have given this branch of the subject a most thorough investigation, and are now firmly convinced of the wisdom of the course recommended in said resolution. In fact we deem it of paramount importance that farmers should give said company such encouragement as to firmly establish them on the Willamette river and all its navigable tributaries, to the end that we may never in the future be left to the tender mercy of a monopoly.

In connection with the subject of internal transportation, your committee have deemed it their duty to gain all the information they could in relation to the navigable streams, and more especially those draining the Willamette valley. From the best information we can gain there is on the Columbia river Bar at least 24 feet of water; Tongue Point, 9 feet, low water, 19 feet high; at St. Helens, 13 feet low water, 18 high; at Swan Island, 11 feet low water, at Willow Bar, 8 fathoms. This state of water is when the river is at its lowest stage.

The following are the principal obstructions on the Willamette river between Portland and Harrisburg:

1st. Independence Bend, Luckiamute, Powers' Chute, and Half-moon Bend.

The probable cost of removing them will be about \$65,000.

2d. Snags between Corvallis and Harrisburg, every mile or two; probable cost of removing about \$10,000.

3d. Deepening bars. Eola Bar, Tickle Bar, and others; probable cost of deepening channels from Portland to Eugene City, \$50,000.

Your committee find that the navigation of the Willamette has been much improved by appropriations heretofore made by the General Government, and would recommend that petitions be circulated by every Farmers' Club in the State praying for an appropriation to improve the navigation of the Willamette and its tributaries; and that this convention memorialize Congress to that effect.

Your committee also find that the Yamhill river, penetrating one of the finest sections of country in the State, is obstructed at its mouth by a gravel bar, and at Lafayette by a ledge of rock running across said river; that said obstructions can be easily removed, and that the improvement of said river be especially mentioned in petitions and memorials.

Your committee are fully satisfied that by persistent efforts liberal appropriations can be obtained of the General Government to make such improvements on said rivers, as will make them navigable for at least ten months of the year.

The locks at Oregon City have become a subject of vast interest to the white people of the Willamette valley, and in order to satisfy the minds of all, as to their efficiency, durability, etc., we submit for the consideration of the Convention, with this report, a copy of the report of the engineer constructing said works, only remarking that the time now required to pass a boat through said locks is 40 minutes.

Your committee cannot bring themselves to close this report without calling the attention of farmers and capitalists to the remarkable facilities for the construction of canals in many parts of the State where cheap transportation is much needed—for instance, from Spore's ferry, on the McKenzie fork of the Willamette river, to Albany, a distance of 40 miles, presents probably the least obstruction to the construction of a canal of any other section of the same distance, there being but two streams to cross and but one cut of any depth on the whole route. Such a canal would afford cheap and easy transportation for the products of that section of the country, so justly celebrated for its rich soil, known as the Forks of the Willamette, besides all that section of the fine farming country lying north of McKenzie's fork, between it and the city of Albany, and would furnish stock water and water powers innumerable along its whole route.

ENGINEER'S OFFICE, W. F. C. & L. Co. Mr. B. Goldsmith, President W. F. C. & L. Co.—Dear Sir: I herewith submit the following statement as to points presented in your letter of Jan. 17th.

The total length of the Willamette Falls Canal and Locks is 3,000 ft. Consisting of approach to first or north lock, 210 ft. long, 40 ft. wide, 10 ft. deep. 340 ft.

Four lift locks, 210 ft. long, 40 ft. wide, 10 ft. deep. 1,275 ft.

Canal north of guard lock, 90 to 100 feet wide, 40 feet deep. 210 ft.

Guard lock, 210 ft. long, 40 feet wide. 210 ft.

Canal and basin south of guard lock, from 80 to 250 ft. wide. 1,077 ft.

Total. 3,000 ft.

The four lift locks are what are called combined locks, the lower gate of one serving as the upper gate of the lock next below. The walls are 19 feet in height above the locks' floors, 5 feet wide on the top, with a batter of 3 inches to the foot, founded in all cases on solid rock, through which the locks are cut.

The guard lock wall is 16 feet high above the bed of the lock, with the same general dimensions as the lift locks.

The first and second locks (north) are cut wholly in the solid rock, and have on their sides the natural rock, with fenders bolted to it, except around and below the gates, where masonry is set in, for the hollow quoins and supports for the gates.

The third lock is also cut in the solid rock, but the walls rise above the surface, and fenders, with a backing of three-inch timber, are bolted and tied into the rock.

The fourth lock is almost entirely above the rock, and has walls of masonry on both sides. The guard lock is also of masonry on one side, with the natural rock on the other, and fenders bolted to it, the bearing for the gates being masonry. Both above and below the guard lock the cliff serves for one side of the canal, and the timber on the other side is founded on the bed rock, except about 700 feet north of the guard lock, which is built on a stone wall 8 feet wide on the top with a batter of 3 inches, and from 3 to 15 feet deep, reaching the bed rock below.

The gates are constructed substantially after the plan of those of the Monongahela locks being swung by suspension rods passing over iron brackets on the walls, and tied into the masonry. They do not rest on rollers or tramways beneath, and are easily worked by one man. In each gate are eight culverts, each 4 by 2 feet, besides two culverts leading under the sills to carry off the mud and gravel, which might otherwise clog the gates.

The stone of the masonry is a fine ground basaltic sand stone, exceedingly hard and durable. The stone for the hollow quoins are of the same character of rock, but of somewhat different texture, being obtained from the quarry of Mr. Baker, on the Clackamas river.

The masonry is laid in hydraulic cement, with no intermixture of lime. Above the guard lock, the wall on the east side is of lumber, the bents 5 feet apart, and each bent bolted to the rock by three iron rods extending the full length of the braces. The whole timber wall above and below the guard lock is filled with stone.

The maximum depth of water is 7 feet, and when the depth in the canal above the guard lock is less than this the guard lock gates are left open, but for greater depths boats must lock through.

Boats can now pass through with a depth of 16 feet of water on the upper guard lock gates; and it is designed to add an additional rail; so that they can be passed through with 17½ feet of water. When the water is higher than this the river cannot be safely navigated, and such floods rarely occur and last only for a few days in the year.

The water power is almost unlimited in quantity.

The lowest depth of water above the guard is 4 feet 6 inches, and only at extreme low water. The fall from low water above to low water below is 41 feet. The water may be taken from the basin above the guard lock, or taken from the canal below the guard lock. In the latter case a current would be provided through the canal, depending on the amount of water taken out, with a depth of 4 feet, and a depth of 2 miles per hour; the volume of water would be 28,160 cubic feet per minute, which, with a head of 30 feet to allow for back water below rises of the river, would amount to 1,600 horse power theoretical, or say 1,200 horse power actual, if taken from the canal at the lowest stage of water.

This could be doubled or trebled by taking the water from above the guard lock. Between the guard lock and the entrance to the locks below the falls, there are over 2,000 feet of shore line with a width back of from 100 to 300 feet, all well adapted for manufacturing purposes. The water can also be taken from the canal along the west side of the locks to the shore line below the locks.

A dry dock may be built at a little cost on the west side of the fourth or upper lock, between the lock wall and bluff, using the lock wall and the bluff as walls. The depth of cutting would be about 6 feet, and taking the length at 210 feet, and the width at 50 feet, excavation would be about 2,800 yards.

The works I consider to be in excellent condition. All of the foundations, of both masonry and wood work, are on solid rock, and the lock floors and canal beds are also of rock. Every portion of the work is of the best material, and carefully built, and will require but little repair.

For the first four or five months there will necessarily be some work to be performed which belongs more properly to construction than to maintenance. After that, I think, \$600 per annum will cover the ordinary repairs. I think the masonry will last for an indefinite period, and the timber work for from eight to ten years, as all the lumber used has been carefully selected and is of the best quality.

If desired a stone wall could be erected above the guard lock, without suspending navigation. I think that one Superintendent, at from \$100 to \$125 per month, and two lock tenders, at \$50 each, would be sufficient to tend the locks.

There is no question but that freight can be taken through the canal and locks at lower rates than by rail or through the works at Oregon City.

In a densely populated country, with level grades, railroads may compete with steamboats, but when the quantity is comparatively small, and the grade such as are on ordinary roads, the cost of river or canal navigation is not more than half what it is by rail.

In the report of the New York State Engineer for 1869, the following statement is made as to comparative cost of freight by canal and rail:

Actual cost by canal, including purchase and repairs of boats supposed to last ten years, with interest on same, and expenses of crew and towing per ton per mile	4.31 mills.
Carrier's profit	1.65 "
Tolls	4.38 "

Total cost per ton per mile, by canal	10.64 "
Total cost during years 1865, 1866 and 1867 per ton per mile on the New York Central Railroad	29.20 "
Erie Railroad	24.20 "

It is true that the comparatively small amount of freights in the country would not justify the above rates, but the diminished quantity would be more to the disadvantage of the railroad than of the river navigation.

I think that the bulk of the freight from the Willamette Valley must pass through the locks, but for some time the opposition of the railroad will take up a portion of it, and time will be required to develop the country. At present I doubt whether the trade will be sufficient to pay interest on the amount expended in construction. I have not, however, a sufficient knowledge of the business of Oregon to enable me to form an opinion. Respectfully yours, ISAAC W. SMITH, Engineer and Superintendent.

On motion of Mr. Minto a committee of three was appointed to draft a memorial to Congress in accordance with the above suggestions. The committee consisted of Messrs. Minto, Ruble and Rinehart.

Mr. Clark offered the following resolution, which was on motion adopted:

Resolved, That the various clubs throughout the State be requested, through their Secretaries, to inform this Union, from time to time, as to the amount of concentrated products for which a market is sought.

Mr. Ruble offered the following resolution, which was adopted:

Resolved, That this Convention do now proceed to elect the officers of the State Board for the ensuing year.

ELECTION OF OFFICERS.

Nominations being in order the following gentlemen were nominated for President: Messrs. Wilkins, Davenport, Clark and Curry.

Mr. Wilkins declined the nomination. Daniel Clark, of Marion, was elected President on the first ballot.

The following gentlemen were placed in nomination for Vice Presidents: Messrs. Walker, Ruble, Curry, Kelly, Minto and Townsend.

Jno. Kelly and W. B. Walker were duly elected.

J. Henry Brown, of Salem, was unanimously elected Recording Secretary.

J. H. Smith, of Harrisburg, was also unanimously chosen Corresponding Secretary.

T. L. Davidson, of Salem, was duly elected as Treasurer.

T. W. Davenport and John Minto were elected members of the Board of Directors, but owing to the fact that both were from Marion county, Mr. Minto resigned and H. Hewitt of Yamhill county, was elected in his place, and Jesse Stump was elected as the remaining member of the Board.

Mr. Curry offered the following resolution, which was on motion adopted:

Resolved, That the committee appointed the following committees, consisting of five members each, the members thereof to hold their offices for one year: A Committee on Farm Produce; Farm Supplies; Transportation; Markets; Finance; Conference, having a kindred object with the Oregon Farmers' Union; Farm Machinery, and Legislation.

Second, That these committees report the result of their investigation from time to time to the Secretary of the Union, and that the Board of Directors shall have authority to call upon any special subject which the Board of Directors may desire information upon.

Third, That the Secretary forward to each member of a committee a list

of the names of the committee with him and forward to the Chairman of each committee a copy of any resolution referred to it for investigation.

Mr. Dimick introduced the following resolution and moved its adoption:

Resolved, That it is the opinion of this Convention that the people of Oregon ought to adopt, as soon as possible, the national currency as the circulating medium of the country and that as a necessary preliminary step toward such a consummation we demand the repeal of the "Specific Contract Law" now upon our statute books.

A motion was made to refer the resolution to the Legislative Committee.

The members indulged in a lengthy discussion and it created no little sensation among the delegates present.

Mr. Smith considered the Convention inclined to agitate a question rather out of their line, it being a question that would naturally come before the State Legislature.

Messrs. Engle, Downing and others supported the resolution and were inclined to sanction its consideration.

It was finally referred to the Committee on Finance, to report at the next session.

Mr. Crawford introduced the following resolution, which was, on motion, adopted:

Resolved, That a committee of five be appointed by the Chair whose duty it shall be to confer with the committee of the United States Senate, now investigating the subject of freights on produce within and from the United States, and that such committee report its doings at its earliest convenience to the President of this organization.

Mr. Minto reported the following resolution, which was, on motion, referred to the Committee on Finance:

WHEREAS, We, the farmers of Oregon, have by past experience felt the destructive and injurious effects of contentions between rival transportation companies, when rich, powerful and unscrupulous companies have succeeded in driving off weaker companies, or forcing them to sell their property and retire from business; and

WHEREAS, We believe that the power of law may be justly applied to protect the weak against the strong in business as well as other relations; therefore,

Resolved, That we are in favor of legislation to limit to within ten per cent, of the lowest rates of freight, any tariff which said companies may adopt, and to punish as extortion any further rise of freight tariff in cases where they may succeed in crushing out opposition; and we would also invoke the aid of the law to punish as extortion any charge upon freight in small quantities which shall be more than 25 per cent, above the charges upon freight in large quantities.

STANDING COMMITTEES.

The President made the following appointments of standing committees for the ensuing year:

Farm Products—Geo. B. Curry, F. X. Mathieu, D. C. Stewart, L. Oase and M. Wilkins.

Farm Supplies—John T. Crooks, J. Engle, T. P. Powers, Jeff. Morrison and Ira Townsend.

Transportation—J. H. Smith, Phillip Low, J. B. Stump, Thos. Edwards and Geo. W. Dimick.

Domestic Manufacture—John Minto, Fanning, Haley, Downing, Davenport, On Markets—Laughlin, C. E. Moor, M. Fisk, R. O. Geer and Nelson.

On Finance—A. D. Babcock, J. Davis, C. P. Burkhardt, W. C. Brown, and Thomas Pearce.

On Conference—J. B. Stump, T. W. Davenport, J. Smith and Ruble Finlayson.

Mr. Ruble introduced the following resolution, which on motion was adopted:

Resolved, That the compensation of the Recording Secretary shall \$3 per day for each day's attendance on the Union or on the Board of Directors, and 15 cents per folio for all writing by said Union or Board of Directors while not in session, and also the cost of any book or books necessary for the duties of his office.

Resolved, That the Corresponding Secretary of the State Board be directed to correspond with the mill men of England with a view of opening a direct trade with them for our wheat so as to avoid the exorbitant charges of the commercial houses of that country.

Mr. Haley introduced the following resolution, which was on motion adopted:

WHEREAS, From present indications wool dealers do not intend to give living rates for the present crop of wool;

Resolved, That we recommend the wool growers of Oregon to put their wool in good condition, store it at home or in their warehouses or other place of deposit, and hold the same.

Mr. Staats introduced the following, which was adopted:

Resolved, That when this Union adjourns it adjourn to meet in this hall on the Monday of the week in which the State Fair is held.

The Committee on Memorial to Congress submitted the following report, which was on motion adopted:

To the Senate and House of Representatives

sentatives in Congress assembled: We, your memorialists, farmers of Oregon in convention assembled in the city of Salem, June 12, 1873, would respectfully represent that we are inhabitants of a district of our common country, embracing the counties of Marion, Yamhill, Polk, Benton, Linn and Lane, and that said counties are rich in agricultural resources, developed and undeveloped, which makes this a center of production at present and prospectively second to no district of the same area in the United States; that the climate and conditions surrounding this district are such that it has never, yet during the thirty years of its settlement and cultivation failed to yield remunerative crops to the cultivator; that in seasons when crops fail from lack of rain in California this district is a never failing source of supply to the population south of it, thus making the facilities for moving crops of importance to the people of the entire coast and of vital importance to us as inhabitants of the country; that the facilities for transportation of crops from this district afforded by the Willamette river and its tributaries are available a portion of the year only, and that an expenditure of \$55,000 in the Willamette and \$10,000 in the Yamhill, and \$10,000 in the Luckiamute rivers for the purpose of improving the facilities for transportation upon the various streams would render them navigable the entire year. We would, therefore, ask you, as the guardians of the best interests of the nation, to remember these facts in your annual appropriations for such purposes.

Mr. Curry introduced the following resolution, which was agreed to:

Resolved, That the committee on Markets be instructed to investigate and report at the next meeting, in a tabular form, the amount and value of produce exported from Oregon, the imports of the State, and also the costs of producing exportable commodities in the State, including State and county taxes, life, fire and marine insurance, interest on capital invested, and capital procured from abroad.

Mr. Ruble introduced the following, which was adopted:

Resolved, That the State Board be directed to solicit and open correspondence with the farmers of the State who wish to make direct shipments on their own account, the object being to ascertain in a tangible way the amount of surplus available for such purpose, so that if a favorable opportunity offers to secure vessels at reasonable rates direct shipments may be made, and report the same to this Union at its next meeting.

The following resolution was adopted:

Resolved, That the Secretary be authorized to have two hundred copies of the Constitution and By-Laws printed in pamphlet form, at an expense not exceeding \$200; but in case the expense exceeds this sum, the printing to be postponed until some future time.

Also the following:

Resolved, That a committee from each county in the State be appointed by the President to report to the Board of Directors what the annual loss of sheep are by dogs, wolves and disease, and to report on such, under separate headings.

The President appointed the following gentlemen as members of such committee:

T. L. Davidson, Marion county; Mr. Laughlin, Yamhill; Mr. Crooks, Linn; James Tateam, Polk; Jeff. Morrison, Clatsop; M. Wilkins, Lane; Thomas Smith, Douglas; W. A. Mills, Washington; Mr. Elliott, Clackamas; E. R. Deiter, Wasco; Jacob Fraxon, Umatilla; Fred Schumacher, Union; W. C. Meiers, Jackson.

Mr. Davidson offered the following resolution, which was adopted:

Resolved, That if the producers of wheat in the Willamette Valley can receive satisfactory proof that a saving of expense and wastage of wheat in its transportation to the seaboard, can be had by sending it directly for shipment or storage to Astoria, we mutually pledge ourselves to ship to that point.

William Ruble introduced the following, and moved its adoption:

Resolved, That we would respectfully call the attention of the debtors and creditors of our own country to the propriety of fixing the pay day growing out of their respective transactions at a later period of the year so as to give the producer the benefit of the rise of the market. Adopted.

There being no further business, the Union adjourned to meet again in this hall the Monday in Fair week of September next.

"LOCAL OPTION" has been voted in New York by Governor Dix. The bill proposed to allow each community to decide by a vote of the people whether, within their respective bounds, the traffic in liquor should or should not be licensed. It was vetoed on constitutional grounds.

The trial of Boss Tweed has been postponed till October, in consequence of the illness of his counsel.

The Bank of England has increased its circulation £6,000,000.